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New Year honours

ONLY three people connected with the fishing industry managed to clock up awards in the New Year Honours List published last week.

Services to the fishing industry by Gordon Jackson, secretary of the Mellaig and Northwest Fishermen's Association, were recognised with an OBE and for Samuel Baxter of Morecambe, there was an MBE. Deputy chief inspector of Fisheries at MAFF, Peter Derham, also received the OBE.

A well-known figure in the Scottish fishing industry, Mr. Jackson (87) came to Mellaig in 1944 when the port was in the doldrums. He operated the first post-war built trawlers from what was eventually to become Europe's top herring port.

Always keenly interested in the development of Mellaig, he became general manager of the Harbour Authority in 1966 and pushed through a lot of the rebuilding work at the port.

Appointed secretary of the Mellaig & North West Fishermen's Association in 1965, Mr. Jackson is also a director of the Scottish Fishermen's Organisation and a member of the executive committee of the Scottish Fishermen's Federation.

"Sam" Baxter is one of the best known figures in the fishing industry at Morecambe in Lancashire. Our technical correspondent John Burgess writes: "I remember him as a boy—when I used to sell with his grandfather and father in the smack *Connie Baxter*."

"When I met him again some 30 years later, he had grown into a man so like his father Jack that I had difficulty in remembering—when ashore—in whose company I was."

"At sea it was different, for he was the proud owner of the new shrimp *Girl Helen*, a boat so different from traditional Lancashire 'nob-bias'."

"By then he had become a leading member of Morecambe Trawlers Ltd., the local Shrimpers Co-operative Society, a member of the Lancashire and Western Sea Fisheries Joint Committee and representative for the North-west in the Fisheries Organization Society."

"A serious accident at sea compelled Sam to sell *Girl Helen* and devote himself entirely to work ashore. He became manager of Morecambe Trawlers Ltd., but still found time to carry out valuable work as chairman of the Sea Fisheries Committee and on behalf of the RNLI."

With 20 years in public service, Peter Derham was appointed deputy chief inspector of Fisheries at the Ministry in 1972. Aged 46, he comes from Hampshire and played a leading role in organising protection and support for British trawlermen during the 'cod war' dispute with Iceland.

1200 TONNES TRANSFERRED AT SEA

Hull freezers transship mackerel for Nigeria

MASSIVE shipments of mackerel to Africa made off Cornwall just before Christmas look like becoming a regular event.

The Hull freezer stern trawler *Princess Anne*, owned by Boston, and *St. Benedict* (Hampshire) transhipped 1,200 tonnes at sea to the Finnish refrigerated fish carrier *Evopearl* the week before the holiday. Earlier, fish has been

loaded to port for another shipment.

The carrier is on charter to Joint Trawlers International Ltd. and acting as local agent is George Wake of Penzance.

Japanese fenders were used by the ships when they came alongside to make the transfer of boxed mackerel, but the carrier ship still sustained some damage. It was reported that *St. Benedict* came into contact with the vessel and a surveyor found

damage to the ship's hullwarks and shell plating.

"We are looking for great things from this operation", said John T. Loughton, executive director of Joint Trawlers International Ltd. which bought the fish.

"It is an off-British effort, and we hope it will be continuing. This is a good thing for British exports. We have had every help from local officials in Falmouth

and Penzance—such as customs and the port health authority."

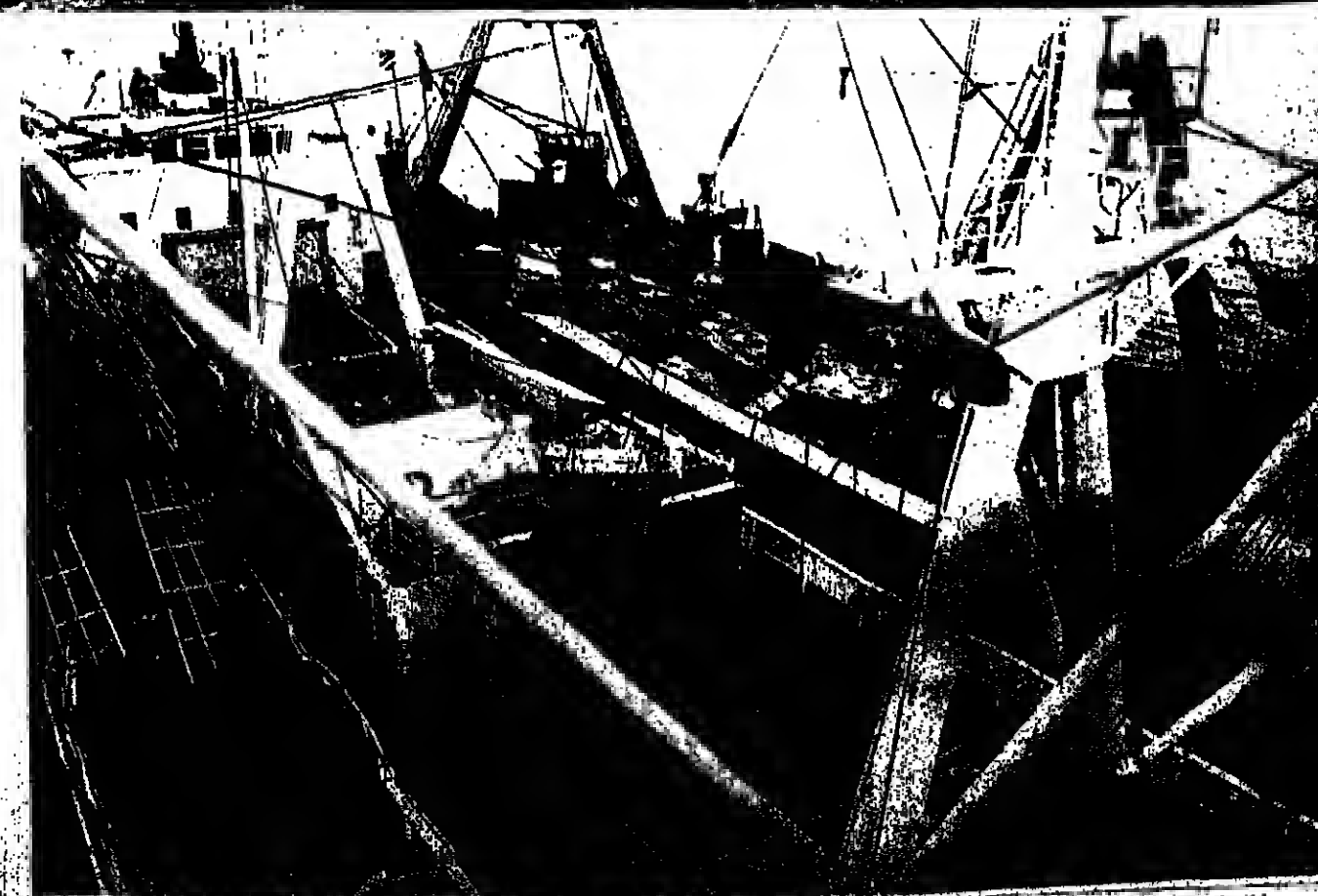
Local men from Penzance, Falmouth took part in transfer at sea, which began Falmouth but moved to Mount's Bay because of weather.

It got underway on that day in afternoon, continuing throughout Monday, and in the early hours of the day. The journey to Lagos is expected to take 14 days.



Above: *St. Benedict* shows her stern ramp and *Princess Anne* has her bow as they tie up to the fish carrier *Evopearl* to take off 1,200 tonnes of frozen mackerel destined for the African market. The transfer took place in Mount's Bay because of bad weather.

Right: *Evopearl's* hold fills up with boxed frozen mackerel. Rubber fenders from Japan had to be used between the vessels during the transfer which took almost two whole days. The carrier was chartered by Joint Trawlers.



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fishing news

January 14, 1977

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SCOTS LEAD CASH GRAB

£4m. EEC share-out

THE BRITISH fishing industry has scooped nearly £4m out of the EEC grants pool. Grants for new and modified boats under the just approved 1976 FEOGA scheme total £3,697,936. There was another £288,993 for fish processing plants. One fish processor cashing in on the funds in a big way is the Rolf Olsen firm at Stornoway with £209,433 for the modernisation and expansion of their plant. There is also £53,214 for the construction of a fish plant and processing store at Anolung, Northern Ireland.

The lion's share of EEC funds for British fishing was paid for new fishing vessels. The industry and the massive difficulties facing it. "Oil increases, possible dock charges increases and the problems caused by big changes in fishing limits, as well as the cost of experiments into new methods of fishing, all take a huge amount of money but it is a big help."

Also at Fleetwood, Boston Deep Sea Fisheries is to receive £144,116 towards the near £1m. cost of building the small stern trawler *Boston Stirling* and *Boston Halifax*.

A partnership formed by the Fleetwood Inshore Ltd. gets £308,400 towards the cost of its four most modern trawlers: *Armano*, £23,072 towards a new 65ft. vessel they are having built. Jim Crose, Fleetwood manager for Marr, said: "Obviously we are very pleased



Shawnee swamped

The Grimsby multi-purpose trawler *Shawnee* has possible salt water damage due to laying over after taking the ground in Penzance harbour early on Saturday morning. The 75-footer's engine room and hold were flooded and the crew had to dash along the quayside in their underwear to raise the alarm. *Shawnee* has now been pumped out. See story page three.

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SEINER RECORD TOPS £20,000

THE BRITISH seine net record has fallen twice in a week. On Monday the record went to Skipper Willie Campbell and the 85ft. *Argonaut IV*, when he unloaded 1010 boxes at Peterhead after a week-long trip.

The catch included 250 boxes of cod and 700 boxes of haddock which made £20,413. This followed Skipper Smith's landing on Friday last week, in his 80ft. boat *Argonaut IV*, when he put ashore 898 boxes after a five-day trip worth £18,480. Both vessels were built by Peterhead Shipyard in 1976 and *Argonaut IV* was headed by Macrae, and died by Macrae,

Duthie & Walker Ltd., while *Argonaut IV* works through the Aberdeen offices of Associated Fisheries (Scotland) Ltd.

Both vessels use seine nets made by Jackson Trawls Ltd. of Peterhead.

For most of last year

Skipper Smith held the seine title with a consistent run of record-breaking trips. Last November Skipper Campbell grabbed back the record with a £16,029 landing, only to be capped a few weeks later by David John Foreman in *Resplendent* with a £16,312 trip.

'Lawful' catch

A SCOTTISH fisherman has been accused at Arbroath, Scotland, of running off to sea with two policeman who were carrying out a investigation aboard his boat.

William Thomson of 32 Castle View, Arbroath, was charged on Tuesday this week with carrying off and detaining four men, including two

policeman, who were investigating alleged illegal salmon fishing.

Through his solicitor, Thomson denied the charge and other charges of illegal fishing off Montrose. It was further alleged that the four men were detained against their will. Thomson will face trial in March.



John Co 136

COASTAL states must co-operate in setting catch levels if Europe's fish stocks are to be adequately managed within 200-mile limits.

Without this co-operation, there could be confrontation and conflict in areas such as the North Sea. This would lead to depletion of the stocks and the catch allocations were meant to protect.

This danger has become very real since the EEC Commission set out total allowable catches (TACs) which, for some stocks, were higher than previous catches. Also they did not appear to allow for the fact that Norway is also a major coastal fishing state working in the North Sea.

Warning

There was, therefore, no mistaking the warning by Jens Evensen, Norway's Minister in charge of fishery limit matters, when he said in London this week that unilateral introduction of TACs by one side could force the other to do the same — and the combined total could be too big.

Preliminaries to negotiations between Norway and the EEC began in Brussels today. But a Norwegian team of fishery experts have met a British team led by John Silkin, Minister of Agriculture, for informal talks on technical aspects of the "new era" in fisheries. Matters discussed included the procedure for licensing vessels, position reporting, protection and other issues which might arise from the application of 200-mile limit.

The week before the Norwegians had been in Moscow where, said Mr. Evensen, encouraging progress had been made towards agreement over the type of regime that will apply in the sea areas where the extended limits of Norway and the USSR meet.

Details are still not apparently finalised over one subject of close interest to British trawlermen — the

amount of Arctic cod which third countries will be allowed to catch during 1977. The TAC will be 810,000 tons as in 1976. For last year Norway and the USSR each had an allocation of 305,000 tons (with an extra 40,000 tons allowed for catching inshore), of the remaining 200,000 tons, EEC countries had a total of 169,000 tons and others 31,000 tons. It seems likely that the available 200,000 tons will be cut by at least 25 per cent. So, the EEC Commission will probably have the 169,000 tons, brought down proportionately, to allocate among members.

With reciprocal fishing rights to offer Norway, Britain might have expected to retain almost all of her 98,000 tons allocated to her under the NEAFC arrangement. France and West Germany have nothing in their waters to offer in exchange for their 30,500 and 29,500 tons and, so, might expect a larger cut.

The way the EEC allocates the total eventually agreed will be a crucial test of the way it treats the problems of member states with the strongest claims to fish resources, within their 200-mile limits or exchangeable for outside fishing rights.

Quay plan cuts cars

FISH market improvements at Whitby harbourside will mean a loss of parking spaces, Whitby Harbour Committee have been told.

It is part of the agreed plan to improve quayside facilities.

Coun. Charles Linford said it did not make sense to lose parking spaces and revenue, to which Coun. Kathleen Pinkney replied: "We are saying the fish quay is for the fishing industry."



Jens Evensen, Norway's Sea Law Minister (left) with John Silkin, Minister of Agriculture, Fisheries and Food, after their talks in London this week.

EXE LAW PLEA

FISHERMEN at Exmouth and along the River Exe are determined to get trawlers banned from their traditional inshore fishing grounds.

They claim that future stocks will be in danger unless trawlers, mostly from Brixham, using small-mesh nets, are prevented from coming inshore and taking huge quantities of fish.

The fishermen say that regulations restricting the size of trawlers allowed within a three-mile limit around the coast are now out of date, and they are urging the Government to change them.

A spokesman for the Exe Fishermen's and Watermen's Association said this week: "If something is not done to prevent this rape of our estuary and close inshore fishing grounds, future generations will have nothing left to fish."

By-laws for the Devon Fisheries area impose restrictions only on trawlers over 60 ft. in length. Trawlers just under that length, fitted with 250-300 hp diesel engines, are allowed to work within the three-mile limit.

Said the spokesman: "These regulations were made before large engines were fitted to the smaller boats. The solution to the problem is the revision of the by-laws."

Powerful boats are towing very large and heavy bottom trawls right into the buoyed channel of the Exe estuary, damaging the seabed breeding grounds.

Another complaint concerned mid-water trawlers using an extremely fine mesh and coming "within a stone's throw" of Exmouth.

Secretary of Brixham Trawler Owners' Association, Ernie Passmore, said strong opposition could be expected from his members to any moves to restrict their activities.

New call to ban 'rounders'

AN IMMEDIATE ban on landing unattended boats was called for this week by David Craig, chairman of Aberdeen Fishing Vessel Owners' Association and vice-president of the British Fishing Federation.

Deep concern has already been expressed at Aberdeen by the Trawler Officers' Guild at the upsurge in landings of 'rounders'.

Mr. Craig maintained the same skippers are operating with little regard to the laws of the industry.

What has to be remembered is that some landings, which come towards the quota, still have to be met by the EEC.

Mr. Craig blamed the increase in landings of rounders on skippers who are members of producer organisations, also those who are members of organisations but who choose not to adhere to port rules. He would like to see the Government take action.

NEWLYN FISH PLANT WRIT

A BIG FIGHT is being staged to go ahead with building of a £1.33m fish processing plant at Newlyn, Cornwall.

John de Sovary, chairman of Western Fish Producers' Ltd. of Bridport, said

company has taken proceedings against Penryn District Council, Cornwall.

A writ and attached summons of claim has been served on the council and an action entered at the Chancery Division of High Court.

This follows "stop notices" served by the council on the firm's proposed development of the site, and so the Billingsgate Hobb factory site. The Jan holds.

Following the mysterious outbreak of food poisoning which was blamed on Thames cockles, local processors decided to stop production and, at the same time, until the cause of the problem was identified.

Despite intensive checks by local Public Health officials, the cockles have been given a clean bill of health and the cause of the illness remains unsolved.

A local processor said: "We are going back into production. The Ministry has given advice on what areas to fish in the Thames and we have been told to increase our catching time."

At a meeting held at Leigh on Friday, Peter Ayres, microbiologist at the

penhryn laboratory, recommended a number of fishery code of practice which would help to overcome these problems.

A local spokesman said: "We are taking every precaution to ensure all our cooking is done under the most hygienic conditions."

Through the Ministry of Agriculture, Fisheries and Food, a put out an official warning not to eat cockles, and was placed on Leigh

by Southend-on-Sea Health Authority.

As cockle fisherman that sales will be affected by the adverse TV

Shawnee floods in port as crewmen sleep



Shawnee on her side as the tide goes down in Penzance harbour. A water mark is seen across the front of her wheelhouse.

THE GRIMSBY-based multi-purpose trawler Shawnee has been pumped out and unloaded after being swamped on the incoming tide at Penzance harbour on Saturday.

Preliminary inspections revealed possible salt-water damage as the vessel's engine room flooded. Shawnee was towed on Tuesday to Falmouth for a further damage report.

Derek Brown (39), skipper of the 76 ft. Shawnee which has been joining in the south-west's mackerel season, said he and his crew were asleep at 3 am on Saturday when the alarm was raised by the youngest crewman, Stephen Moore (22).

"He heard water trickling

into the accommodation, coming through a door on the deck", he said.

"He woke up and we saw the boat had listed over and water was pouring in. I said: 'Let's get off quick'."

"The funnel was resting against the quay and holding the ship up while we clambered off."

"With the exception of Stephen the rest of us — myself and three crewmen — were running around in our underpants."

"We streaked up to the Dock Inn — about 100 yards away — and woke the landlord, John Britten, who gave us a bed for the night and lent us some clothes."

Skipper Brown was warmly dressed again on Saturday afternoon as he watched

water being pumped from Shawnee.

She had arrived with 70 tons of mackerel and about half had been landed. The skipper thought the accident was caused by the fish which remained. "We had 30-tons on one side."

"As the tide came in she listed over. She was secured, but she listed into the quay. I chopped the ropes hoping she might level up — but the water kept coming in and she settled down." Only the bridge was above the high tide.

Angus Scotland, manager at Penzance for Boston Deep Sea Fisheries, and agent for the boat, commented: "It's a tragedy. It is unlikely she will be doing any more fishing from Penzance this season."

SPRAT MEN TOO CLOSE

ANGRY Whitty fishermen have complained to the Ministry that sprat trawlers are working inside the three-mile limit on local shellfish grounds.

The sprat fleet — mainly Scots — was reported to be operating 2½ miles off Whitby High Light.

Details of the Whitty men's complaints have been given to the Ministry of Agriculture and Fisheries department in Hull.

Skipper Matt Hutchison, who works the new £30,000 crebbor Endeavour A which was delivered late last year, brought some 300 pots ashore as a precaution.

He said that some of his gear had already been dragged by the trawlers but none lost.

COMMENT

WHERE'S THE LOGIC?

FINDING ANY logic in convoluted European thinking on fisheries gets progressively more difficult.

This week a welcome and needed bonus came the way of British fishing when the EEC gave £4m. in grants, mainly for building new boats. At the same time as approval for these grants was announced, we were being told by an international 'fisheries expert' in the Weekend World television programme, which looked at fishing last Sunday, that all Britain could expect out of revision of the Common Fisheries Policy is a cut-back in the size of her fleet.

The 'expert' folsted on to viewers was Mme. Angeliko Volle (never heard of her) of the Institute of International Affairs. This rather earnest lady proceeded to explain that Britain could not expect to be treated as a special case when it came to limits and quotas within the EEC.

However, British fishermen would not suffer too much, Mme Volle assured viewers. After all, there are ample funds set aside by the EEC to retrain them for other jobs.

What kind of philosophy is the EEC Commission based on, when it can give large sums of money to encourage building up a fleet and, in the next breath, warn that it is about to take measures to cut it down?

Perhaps the retraining of fishermen should be geared to turning them into Brussels-based 'fisheries experts'. There is obviously an urgent need!

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NEIGHBOURING Yorkshire coast fishermen have been dumping some very odd objects into the North Sea off Filey in a mini fishing war.

For years fishermen at Filey have protested at a handful of trawlers from Scarborough which, they

claim, have been operating in prohibited areas and spoiling their livelihood.

Now Filey fishermen have dumped old refrigerators, gas ovens and other domestic hardware into the sea to deter keelboat men from Scarborough.

Tom Jenkinson, secretary of Filey Fishermen's Society, says: "We put things... anything we can get our hands on... into the sea. There is no danger to the fishing boats, it just causes the trespassing fishermen a nuisance when they haul these things on to their decks."

The latest catch was an old ice-cream deep freezer with the words "From Russia with Love" painted on the side.

The Scarborough skipper who hauled that one in was Roy Jenkinson of Our Rachel who said: "We have picked up a number of objects including a twin-tub washing machine, arm chairs and an old dishwasher in four or five days fishing off Filey this winter."

The disputed area is near High Rock, Filey, which the Filey secretary says is barred to trawlers by the North-Eastern Sea Fisheries Committee. "This area was once a top lobster fishing ground for our cobbles, but it is now wasted, says Mr. Jenkinson. "We have taken the matter up with the Scarborough skipper, but they refuse to agree to the prohibited area."

And the fisheries officers cannot catch them because they have no boats.

'Washing machine' war

"We do not want to see any accidents or damage to our boats," says Mr. Jenkinson.

Mr. Jenkinson said that the Filey fishermen's code of practice which would help to overcome these problems.

Through the Ministry of Agriculture, Fisheries and Food, a put out an official warning not to eat cockles, and was placed on Leigh

by Southend-on-Sea Health Authority.

As cockle fisherman that sales will be affected by the adverse TV

Thames cockles 'clean'

COCKLE fishermen at Leigh-on-Sea, Essex, are back in business this week on the edifice of experts from the Ministry of Agriculture, Fisheries and Food.

On Wednesday, a Fishmongers' Co. spokesman said they had still not been notified that the cockles are clean and so the Billingsgate Hobb factory site. The Jan holds.

Following the mysterious outbreak of food poisoning which was blamed on Thames cockles, local processors decided to stop production and, at the same time, until the cause of the problem was identified.

Despite intensive checks by local Public Health officials, the cockles have been given a clean bill of health and the cause of the illness remains unsolved.

A local processor said: "We are going back into production. The Ministry has given advice on what areas to fish in the Thames and we have been told to increase our catching time."

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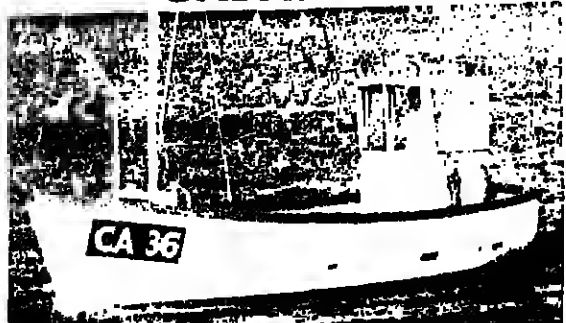
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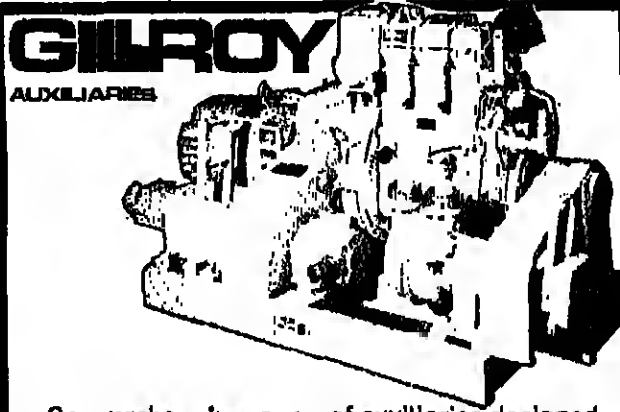
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'Gallic' boats
hit 400 tons
of mackerel

MACKEREL records
want flying at Pen-
zance last weekend
when over 600 tons
were landed.

The Scots purse seiner
Gallic Rose (Skipper David
Andrew) was down in the
water with 230 tons as she
waited outside the harbour
for high tide.

Gallic Rose set the all-time
Cornish record with 250 tons
on her visit to Penzance a
year ago.

Saturday's landing was the
result of one night's fishing,
and the catch was handled by
agents Kismet Fisheries
(Cornwall) Ltd., whose
managing director, Louis
Hicks said, must of the
fish would be for the fresh
fish market in the UK and on
the Continent.

The work of dealing with
the huge haul began on Sat-
urday evening and continued
throughout the night, being
completed by 7.30 am on
Sunday.

The catch made
around 140,000.

Over 800 tons have been
handled by Kismet during the
week. The company has been
sending industrial fish away
from Penzance by train, with
mackerel also being sent
down by road from Plymouth
to join these consignments.

The sister ship, Gallic May
arrived on Sunday evening
with 170 tons, and there were
big catches also for other
boats. 70 tons by the
Grimsby trawler Mahoe and
60 tons by the local boat
Golden Star.

'FAIR' YEAR
AT BRIXHAM

"A FAIRLY good year for
Brixham" is the verdict of
Marcel Gallin, chairman
of Brixham and Torbay
Fish Ltd., on 1976.

"In the latter part of the
year we had five or six weeks
when landings were sold for
over £50,000," he said.
"Prices have kept pace with
inflation, but unfortunately
running costs are extremely
high and have outpaced the
inflation rate."

"We have just had another
rise of 3p a gallon for oil, and
for the amount used in run-
ning a 700hp engine, that
makes up to a lot."

Even so, he reckoned that
the port's fishermen are
generally pleased with the

financial returns for 1976,
although the costs of Depart-
ment of Trade surveys have
done severe blows to some
of the men.

"Two fairly good sea boats
were laid up because of land
restrictions on catches im-
posed by the department."

At the moment, said Mr.
Gallin, some 60 boats are
fishing out of Brixham.

Scallops, in beds from eight
to 25 miles offshore, had been
quite a strong feature this
year, and primo flatfish
catches had been "fairly
decent".

"We were very lucky with
the weather, too," said Mr.
Gallin. "There has been hard-
ly any sea time lost, and that
has been a great help."

Record start
by Fleetwood

FLEETWOOD trawlers
made a record start to the
New Year when they
returned from the White
Sea grounds with big
catches. The port record
remained intact — but
only just.

Fylde (Skipper John
Burns) spent Christmas and
New Year at sea and was
rewarded with a catch of
1,872 kts, including 1,550
cod and 100 of haddock,
which sold for £53,584 — just
£1,174 short of the port record
set last year by Jacinta. But

the vessel retains the overall
record having made a £56,174
grossing with a landing at
Hull last year.

A new record for the Boston
group at Fleetwood was set
when Boston Blenheim
(Skipper Brian McAvoy)
landed 1,580 kts, including
950 of cod and 500 of had-
docks, which sold for £40,848
— a figure which eclipsed the
firm's previous Fleetwood
best of £41,891 set by the
same vessel last year. She had
been at sea for 24 days.

OBITUARY

ADMIRAL Sir Deric
Holland-Martin, GCH,
DSC, DFC, a former Sec-
ond Sea Lord and one-
time chairman of the
Committee of Inquiry into
Trawler Safety, died on
January 8 aged 70.

Born in April 1906, he was
educated at the Royal Naval
Colleges of Osborne and Dar-
mouth.

In 1968 he chaired the
Committee into Trawler Safety,
which recommended an ex-
perimental support ship
supplying weather reports
and medical aid to deep-sea
fishermen.

He was a member of the
White Fish Authority and
Fishing Industry Board in
1968.

The chairman of the WFA,
Charles Meek, wrote: "With
the death of Admiral Sir
Deric Holland-Martin, the
Fishing Industry has lost a
valued friend."

"He maintained his inter-
est in the industry through-
out his life, and his wife, who
was his wife, will be
greatly missed. I, like a host
of his friends, mourn his
passing."

EDWARD Fordham
Brund had died at
Fleetwood at the age of
65.

He joined the fishing in-
dustry at Milford Haven
before the war, his father be-
ing a principal in the Grand
Curzon Co. which was one of
the port's biggest trawler
owners at that time.

He later moved to
Fleetwood and, during the
latter part of his career, was
manager for G. R. Wilson,
Fleetwood fish merchants.

SHRIMP STOCK UNTOUCHED

THERE are still conso-
lations of brown shrimps
in the Thames estuary
area says a survey
recently carried out by
the Fisheries Laboratory
at Burnham-on-Crouch.

In October last year a sur-
vey was undertaken to assess
the distribution and abun-
dances of brown shrimps
(Crangon crangon) and pink
shrimps (Pandalus montagui)
in the estuary.

Pat Connor, a scientific
officer at Burnham, supervised

the work which was carried
out on the Ministry's 47ft.
research vessel Nucella. A
total of 50 experimental trawl
stations was made over a wide
area of the Thames estuary,
extending from Harwich in
the north to the River
Medway in the south. A stan-
dard 12ft shrimp beam trawl
was used.

At each station the catch of
shrimps was separated, first
into the two species, and
secondly into "large" and
"small" by means of a "three
penny" (63mm) sieve.

The results of this survey
are presented in Fisheries
Notice No. 47 issued by the
Directorate of Fisheries at
Lowestoft. The position of
each trawl station is marked
on charts of the area together
with details of the catch of
shrimps in pints per hour's
trawling. Details of the
proportion of shrimps retain-
ed by the "three penny" sieve
(i.e. commercial-sized
shrimps) are also given.

The report states that the
abundance of shrimps in the
estuary last year is closely

'Patrick'
sails
south

LOWESTOFT'S top-
trawler of 1976 St. Pa-
trick sailed on Tuesday
for Plymouth, Devon, to
fish for mackerel.

She will be followed
this month by the
Lowestoft stern tug
Hosbon Sea Ranger.

Anthony Moore, man-
ager of St. Patrick's
owner, the Clive Group,

said: "We have a fleet of
30 vessels although they
are not all fishing. We are
trying to diversify as much as
possible."

"In addition to the
venture, we shall continue
to operate trawling trawls
west of Shetland."

Boston Deep Sea Fish-
ing Co. owner of Sea Ranger,
expects her to sail full
time in about two weeks.
She has undergone con-
siderable conversion work in-
cluding a sonar.



Admiral Sir Deric
Holland-Martin.

ONE OF Grimsby's
popular fish dock
annuals, Tom Taylor,
died suddenly in
County 11 on
December 15 aged
65.

A self-made man,
Taylor ran his own
firm, Taylor's Fish
Lands, which operated
between Ramsgate and
Dunbar Point — to an in-
terested audience of
fishermen.

Although he was re-
tired, Mr. Taylor
spent much of his time
on the docks and was very
popular with the fish-
ermen.

"He was one of the
gentle and sincere
types," said a friend.
"He took everything
in his stride, no matter
how big a problem it was."
He was a remarkable
humour.

Mr. Taylor left
three sons, one of
whom is carrying on his
business.

Spratters fill up fast

MARKS as far south as
Flamborough Head
helped Grimsby's fleet
of spratters land heavy
catches at their home
port last week.

After a fairly quiet begin-
ning, the pattern to come was
set when Skipper Hugo
Thinnesen in Samantha
returned 48 hours after sail-
ing with between 105 and 110
tons of good quality sprate
taken off Whitby.

By the weekend Samantha
was back again full up, and
other locals making two
landings during the week in-
cluded Melissa Louise, Ellen
and Glenda with catches per
landing of up to 70 tons.

Single landings were also
made by Paul Antony, Jill
Annon (25 tons), Helena
Gertsen and the Tom Slight
(F.S.) Ltd. pair team, Clee
and Martin Norman, with
about 70 tons split evenly
after only two tows off Flam-
borough.

Also landing at Grimsby
for the first time was the
Bridlington inshore boat
Galatea (P.D. 53). Grimsby
agents Sam Chapman & Sons
Ltd. brought the 50-ton steel-
hulled trawler, completed at
Bideford, Devon, just over a
year ago, in with a 90-ton
maiden's sprat landing.

Skipper Ray Arley told
Fishing News he is pleased

with way things had gone on
the two-day trip. He had
made about eight hauls to fill
up. It was the first time
Galatea had been spratting
and he hoped to bring her
back with more fish through
the season.

By the weekend — with the
frosty weather keeping the
shoals well inshore — the
three main discharging points
at North Shields, Hull and
Grimsby were all flat out.
Vessels faced the dilemma of
not where to fish, but where
to land for a speedy turn
round.

Right: Galatea discharging her
first catch of sprats at Grimsby.

He said that, since 1966,
the quantity of plankton in
the English Channel had im-
proved dramatically, with ex-
cellent conditions similar to
those of the 1920s when there
was an abundance of herring
rather than today's mackerel
shoals.

Dr. Norman Holmes of the
MBA and Graham Pickett of
the Burnham-on-Crouch
Shellfish Laboratory have
shown part of the recording
between Ramsgate and
Dunbar Point — to an in-
terested audience of
fishermen.

Stewart Harper, trawler
manager for owners Hallyer

Brothers, said: Orsino is
capable of holding 600 tons of
fish, but we have had to cut
her trip short because she has
engine trouble. She had been
out for 16 days fishing within
the inner 12-mile limit off the
Cornish coast.

"Milford Dry Dock Co. has
been called in to attend to her
engine trouble, but we don't
know yet how serious it is. It
is possible that repairs could
take three weeks."

The ship's mackerel was
dispatched to Hull by con-
tainer wagon, as have
previous catches landed at
the port by freezer over the
past few months.

Up to around 40
charter fishing vessels
are expected to use the
marina, the first part of
which is due to open this
year. The commercial
fishing section is planned
to be in use next year.

The developers
Brighton Marine Co. Ltd.
— hope to resolve the
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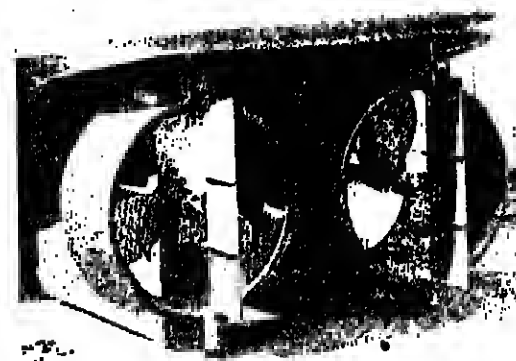
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Over a thousand fishermen can't be wrong to choose the

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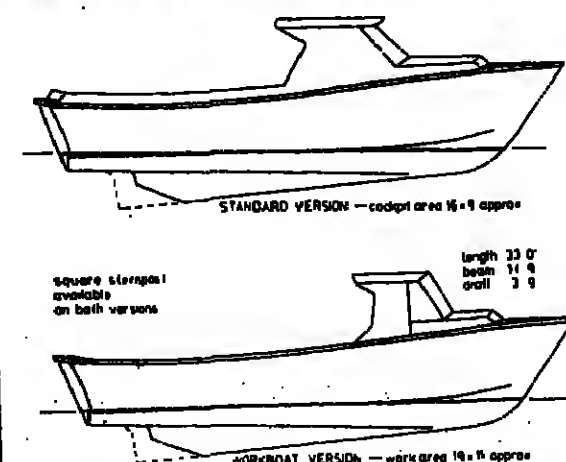
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Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



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Part fitting out available. Details on request

AS SHOWN AT CATCH '78

FAST • STABLE • SEAWORTHY

The choice of professionals who know the sea and demand the best.

HULL SHOW ALMOST SOLD OUT

THE CATCH '77 fishing exhibition at Hull from June 15-19 looks booked for success. Already the show has outgrown its original site and will now go under canvas in a 30,000 sq. ft. pavilion.

The organisers, Eagle Exhibition Consultants of London, says the show has every indication of being the largest fisheries exhibition ever held in Britain.

St. Andrew's Dock is the site for the show and the framed pavilion is to be set on a concrete base. Some 150 poles will support the vast structure.

Catch '77 is under the patronage of the British Marine Equipment Council (Fisheries Division), the Herring Industry Board and the White Fish Authority.

Catch '77 is under the patronage of the British Marine Equipment Council (Fisheries Division), the Herring Industry Board and the White Fish Authority.

The WFA is permitting visitors to inspect its nearby training centre during the show. This houses the huge flume tank where large scale models of fishing gear are demonstrated and tested.

Among overseas countries represented at the show will be Denmark, France, Holland, Norway, Spain, Sweden and West Germany. With Humber's direct sea and air links with Europe, it is expected that a good number of overseas visitors will be attracted.

Boatbuilders and design consultants exhibiting at Catch '77 include Campbelltown Shipyard, Cygnus Marine, MacAlister Carruth, Phoenix Shipbuilders and Tynedraft Design, while engine firms include Caterpillar, Deutz, Daimler, Humber, Leyland, Lister and Poyard, together with gearboxes from Reims and propellers from J. W. Berg and Newage Engineers.

Hauling gear of many types will be shown by IBE Engineering, PNP, Inver-

MATE SAVED

A PETERHEAD fisherman cheated death on Tuesday night — thanks to his boiler airt and two crewmates.

James Main, mate on the Inverness-registered *Aquarius*, fell into icy water while helping to manoeuvre the local boat *Fruitful Harvest*.

He was lying face down in

the water near the port's new fish market when his crewmates discovered him.

The men who went to his aid were badly affected by the cold water and had to be taken to hospital. Mr. Main, who was detained, was later said to be comfortable.

A police spokesman said his lined boiler suit inflated and kept him afloat.

Repairs on the Tyne for 'Madrid'

THE converted Grimsby distant water trawler *Real Madrid*, which ran aground on her way into Plymouth on December 6 while fishing for mackerel, is being repaired on the Tyne.

One of the Swen Hunter group yards up the coast at North Shields has taken on the job.

A spokesman for her owners, Consolidated Fisheries, told *Fishing News* the work is largely reframing and re-plating the rise of floor under the fishroom. It hopes it will be completed by the end of the month or early February.

Real Madrid is the second Grimsby vessel to end up on the Tyne for repairs as *Sioux*, the smaller multi-purpose boat damaged by fire in November, is nearing completion in a nearby yard.

Meanwhile, in Grimsby the second Consolidated Fisheries vessel undergoing the same conversion as *Real Madrid* has reached an advanced stage. She is *Coriela* and is already equipped with her South Western Mechanised Fishing hydraulic net drum.

Both *Real Madrid* and *Coriela* are to be fitted with Elac sonars before they begin fishing again, most probably in the Channel for mackerel.

Also 'in the way' is Grimsby's *BUT* freezer *Ross Vanguard*, which arrived back after her unfortunate Christmas day grounding near Tromsø, Norway, last week. Lumpers began discharging her catch last Friday and she has now been dry-docked at Immingham for a full inspection.



Coriela with her South Western Mechanised Fishing hydraulic net drum in position

Billingsgate

THE FIRST two weeks of January have always been festive weeks at Billingsgate. The English boats are not back again after Christmas and the Scots have not yet gone out again.

With some of the year's roughest weather, the inshore fleet is often bottled up in harbour and even the trout ponds are frozen over. This year, too, there is a ban for health reasons on oysters from Leigh. No wonder the market looks bare. In spite of the cartons of frozen fish which litter the stands of even those purists for whom just the word 'frozen' raises the hairs on the nape of their necks.

And yet, in the dark and gloom of January, there is a promise of better things to come — a small and a gleam which has been absent for almost exactly four months.

The first salmon of the year are here! Not many but who can be surprised when the asking price is £7 a pound. These are Irish fish from those rivers which opened to the shivering angler on January 1. Well they opened officially on that day, although it is whispered that out there, in the far west, not everyone waits for anything as formal as an official opening day. Many is the prayer that is offered for a decent bit of frost to keep the fish until it can be sold without the Garda seeing an inquisitive eye on the proceedings.

For the third year running it is Peter Bennett of Walter Ltd. who has the first fish. Or rather it would be if Peter's New Year holiday had not been involuntarily extended. Still his staff coped as usual.

There is not the competition there was to have this first fish. It used to be a matter of pride among the salmon factors that they should be in a position to supply it to grace the table of one of London's most famous hotels. But in these cost-conscious days and the first fish making £10 a pound on the Dublin market, buying is only to meet firm orders and not for reasons of prestige. Perhaps this is why one can sense a disapproving presence. Could it be that, up there among the glass livers, the shades of Connie and Stanley Wilson brood over their successors' lack of pride?

Fishing Hydraulics (Scotland), Gemmell's Lassic Hydraulic Co., Sea Winches and Nets and ropes will be the exhibits of Industrial Maritime Riggers. As Hugh Norman and Watson and pump Vmroy.

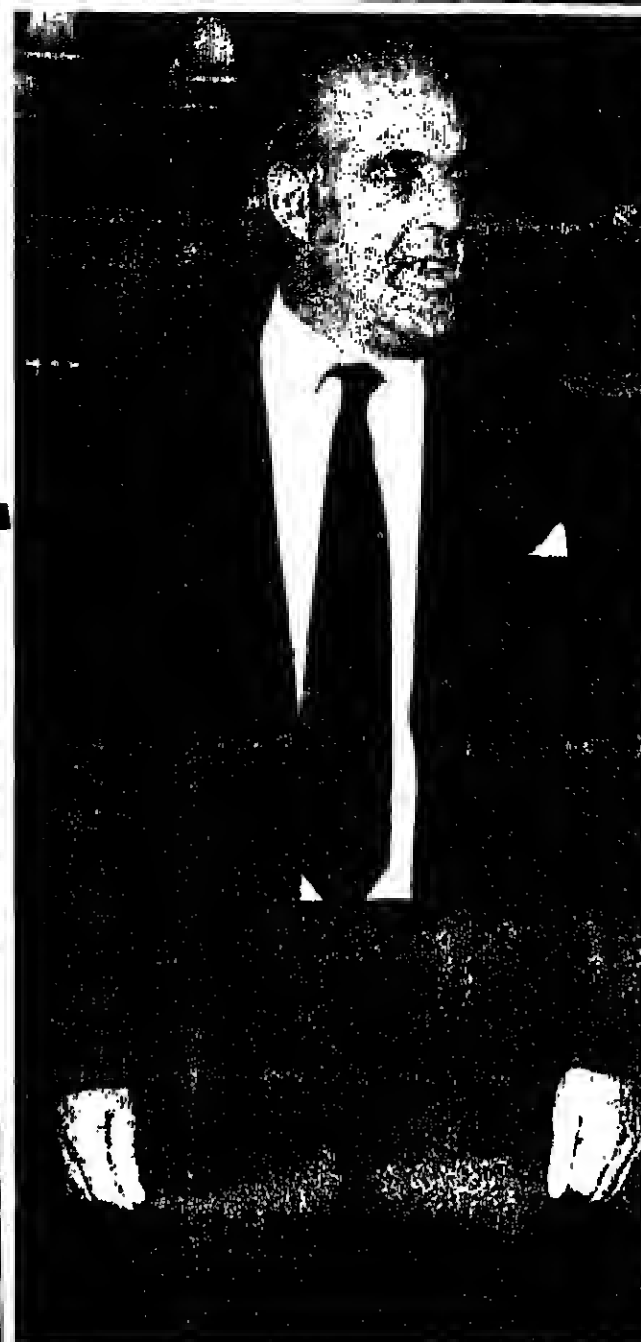
Navigation aids and shown by S. G. Brown, a Navigator, Elton Marine, Grange Marine, Humber Elton, Kelvin Hughes and S. G. Brown, while new radio-telephone equipment will be presented by Radio.

Declarations of fishing machinery will take on the Humber stand, unloading machines of designs will be shown by Ziegler, Morey and Containers for use at stages of fish handling, he displayed by Allister Bawwater Packaging.

There will also be by firms specialising in asbestos and products, safety clothing, safety and vessel insurance.

Admission will be by only. A total of 10 tickets are being given mainly to company fishing and North Sea

Skipper Willie Hay talks to 'FN'



Skipper Willie Hay — 'Government attitude improving'

WHAT GOES on behind closed doors in Brussels is a mystery to fishermen. This is gradually changing as working skippers representing fishermen at EEC negotiations make their mark on the political scene. At the end of 1976, which can only be described as an eventful if indecisive year, *Fishing News*

talked to Skipper Willie Hay, chairman of the Scottish White Fish Producers Association, who has been involved in many meetings with Government and other sections of the industry throughout the year. In recent months he has been a regular commuter to Brussels.

EEC holding fast on limits

FN During EEC negotiations were you happy with our Government's consultation with the industry?

WH Well, let us say that their attitude is improving. A few years ago no matter which party was in power I doubt whether we would have had the discussions we have enjoyed/understood recently. The meetings we had with our Ministers in Brussels were more informal in nature. However, they seemed to take our guidance where quotas were concerned.

FN How much pressure do you really think Ministers were exerting in Brussels?

WH Unfortunately the meetings were held in private, therefore we have to take this word for their efforts. But I did meet a Norwegian negotiator involved in Third Country discussions and he indicated that Silken had been the toughest British Minister they had encountered to date. We have in the past been concerned that our Ministers have not been forceful enough and too ready to give in to pressure for the sake of reaching settlement.

FN What was your reaction to the Foreign delegations and their to you?

WH From the EEC Civil Service side we got the impression from a very senior official that we were regarded as troublemakers (Gilbert Buchanan and I) but I don't regard our stance in this light. It could be that creating this image won't do us any harm! Other foreign delegations were more surprised to learn that I was an active skipper — seemingly a new experience for them — although I feel that the practical experience helped our arguments especially in our relation to quotas. I got the feeling that other countries were prepared to concede substantially on quotas but not on limits.

FN You mentioned earlier a discussion with a Norwegian official. Some comment has been made that Norway is now in a much stronger position because she is outside the Common Market. Do you agree?

WH Norway has as many problems being outside the EEC as we have being in. The argument of the benefits, or otherwise, of EEC membership will no doubt go on for all time but, as I see things, this is not going to help. Our country voted to stay in

the Community and we have to fight from within. On the North Sea white fish quota problem, however, we will have to know our allocation from the Norwegian sector before agreeing on an amount from the EEC 'pond'.

FN How do you view the situation of quota allocation and management now that Brussels has taken over from NEAFC?

WH Well, if Brussels has less control than NEAFC — we are all in a mess. Seriously, I think the new situation, even in its present rough form, must improve matters — the total exclusion of Third Countries such as Romania v Bulgaria, the restriction on Russia, must all be to our benefit. The allocation of quotas is the thing we must fight for. Coastal preference must apply before our men will accept any restrictions. On the management side, however, we are faced with enormous problems. How to divide out the quotas in the various sectors of the industry — the management of white fish will be much more difficult to control than that of herring. UK herring fishermen have done an excellent job in managing their quotas and we can learn from them, but our problems are much more complex.

FN How can the white fish quota be managed?

WH No system however complicated or simple will please our men — but we will have to live with something. Basically, I think we will have to think of ways to save the quota rather than put individual boats on fixed catch limits. I think almost everyone now agrees that a restriction on the landing of ungutted fish in 1978 would have solved the problem — although a complete ban would not be practical and

in many instances unjust, a severe restriction will have to be considered. Certain areas may be closed for fishing for specific periods. However, to be effective, a complete closure will be essential. This year our men have again been saddened and frustrated by restrictions when foreign vessels were allowed to continue indiscriminately only a few miles from our shores.

FN In financial terms has 1976 been a good year, and how do you view 1977?

WH During 1976 I would say that the boats have shown an improvement in their earnings, but remember the two years previous to that we had major problems so in many ways a good year was essential. Costs continued to rise making a higher gross necessary. Replacing vessels involved mammoth financial commitments. Take my own boat as an example: she was built in 1968 at a cost of £30,000 and in the first year of fishing we grossed £32,000. In 1976 she grossed £120,000 — a four-fold increase — but to replace her would require at least £250,000. This is eight times the original cost. However even at today's prices a little confidence would enable the replacement of vessels to continue, thus modernising the fleet and retaining traditional skills which are all at risk and could be lost for ever. I feel that 1977 can be a good year for the industry provided the various problems we have discussed can be resolved. Our industry does have a bright future. In Scotland we will have for the first time our own full-time representative of the Federation — David Altholsson. He is faced with an unenviable task but I have every confidence in his ability. The inshore industry is now better represented than at any other time and I feel that this alone with Government understanding, could determine our future.

Welsh boats are called in

THE RECESSION in fishing at Barmouth, North Wales, has led to two local boats based at the port being re-possessed by the finance company which advanced money to purchase them.

These two boats have now included fitting jet drive units. But the boat has never

One re-possessed boat is *Poseidon*, which has had a successful career since she was built some ten years ago. She was the first fishing boat to be built using the G. L. Watson rugged chine design. Built as a fast lobster boat, she has a cold-moulded timber hull and had twin

Later, modifications included fitting jet drive units. But the boat has never fished successfully due to a variety of operating troubles. The other boat involved is the French-built *Illes d'Yeu* — a conventional wooden crebber and trawler. Potential buyers from Plymouth are very interested in this vessel and it is expected she will be moving south soon.



Two repossessed boats: *Illes d'Yeu* (above) and *Poseidon*.

Build a new defence service

SIR, If the Government is searching for a prime New Year resolution, the fishing industry and North Sea oil can together provide one. On New Year's Day our maritime responsibilities multiplied nearly tenfold and our territorial waters increased from 30,000 square nautical miles to 278,000 square nautical miles.

In spite of the long example of Ireland, we go into this new responsibility without any logical policy for protection, understanding or exploitation of this massive increase in our maritime responsibility.

What is more Britain, surrounded by some of the world's finest fishing grounds, is a major net importer of fish. How many are aware that our imports of fish and fish products exceed exports by £135 m. So much for the old adage, Britain is an island of coal surrounded by fish. We are more a pilsner barrel ship, overloaded to sinking by the produce of others, nearer to home, the show of vast armament has given an

munition to those who would, despite international law, brand us as aggressors.

The Government's response to this has been the *Bird and Island* clauses. The former was introduced in the design stage and this fear was given substance by members of the crew of HMS *Kingfisher* to fishermen saying she has 'very poor seakeeping qualities'.

Whatever the truth, two at least are destined for the reserve. Again the much heralded *Island* class is so slow that many foreign trawlers have the legs of them.

It is clear that our fishing grounds and our oil installations lack proper measured protection and this should be put right as soon as possible.

How can this be achieved in a way that supports our fishing industry, protects our marine environment and preserves our vital oil assets in the North Sea at the same time? There is a way — shown from the Royal Navy, from the existing Coast

guard service and from the fishing industry, a new Coastguard, provide it with efficient and cheap ships, such as the Bembidge-designed helicopter carrying version of the *Osprey*.

In order to overcome spending cuts, these vessels could be privately financed under strict charter arrangements, which would not only provide what is desperately needed at sea, but yield jobs ashore and creates vast exports.

The new Coastguard service, too, could help alleviate unemployment in the maritime trades, employ the seconded skills of the navy effectively and give a proper role to our Coastguard.

The ecology and resource of our seas would be economically protected and our vital new found mineral wealth made safe. Surely, this alone is enough resolution for 1977.

Maldwyn Drummond JP, The Mayor of Cardiff, South Wales, Southampton, Hampshire.

SEINER TURNS ROPES WITH TWO-REEL SYSTEM

THE 74 FT. long seiner-trawler *Strathnairn*, which is now in service after completion at the Jones Buckle Shipyard, has a two-drum rope reel system yet is still able to turn ropes between hauls.

The transom sterned and wooden hulled craft has been built for Skipper David Main of Nairn and she ran successful trials in freshening weather last month.

Her two-drum rope reel system is from the Loezie Hydraulic Co. Skipper Main had originally planned to fit three drums, the third drum enabling the ropes to be turned between hauls so that they would always be ready for paying out in the correct manner.

However it was later decided to fit only two drums, the problem of turning the ropes being overcome by having one drum much larger than the other.

In this way, the ropes from the smaller drum can be turned by winding them on to the larger drum.

Strathnairn was designed by naval architects G. L. Watson and Co. and has a beam of 21 ft. 6 in. and tonnage of under 50.

She is powered by a Caterpillar D353 engine which develops 425 hp at 1,225 rpm to drive the Brunton fixed-pitch propeller through a Reintjes gearbox of 3.5:1 reduction ratio.

Three Transmotor generators, one of 110V and two of 24V, are also driven from the main engine. A Hugh J. Scott 110V generator, a 24V Transmotor generator and a 3in. Daemi bilge and general service pump are driven from the 37.5 hp three-cylinder Lister auxiliary engine.

Four fuel tanks in the engineroom carry a total of just short of 3,000 gallons. Other equipment in the engineroom includes an electrically-driven 2in. Daemi bilge and general service pump, plus Woods fans.

On deck a D. F. Sutherland combination seine and trawl winch is fitted well forward, its 600 fathom capacity trawl drums lying athwartships forward of the seine barrels.

A Baccles No.2 rope collar is fitted for standby use. Hydraulic power is provided from a Dowty variable delivery pump which is driven off the fore end of the main engine through a Sutherland 2:1 step-up gearbox and clutch.

Fitted on an extendible derrick, aft of the deckhouse, is a Loezie Hydraulics 24in. power block. Power for the rope reels and power block is provided by a small hydraulic pump driven from the Sutherland step-up gearbox, while a standby pump for fishing gear retrieval is driven from the auxiliary engine.

An aluminium gutting shelter is also arranged on deck and has sliding doors at its forward end. There are two fish washers fitted below the shelter.

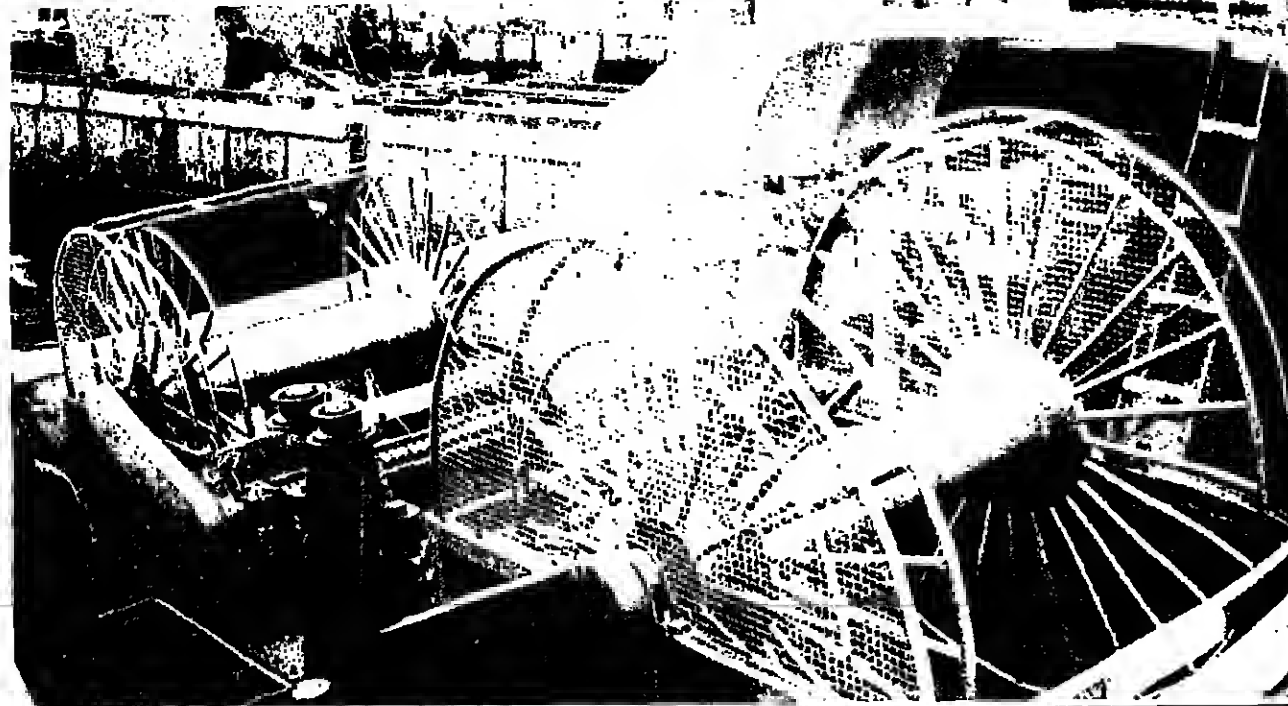
The deckhouse is of steel and the whaleback of aluminium. Chalmers rubber-cased floodlights are housed on the superstructure.

Wheelhouse equipment is mainly of Kelvin Hughes supply and includes MS44 echo sounder with BL1 Scale Expansion unit, MS39 echo sounder, Type 17 radar with variable range marker, Neco autopilot, Pentland Alpha radio telephone, Sailor 46T entertainment receiver, Foreland vhf radio telephone and Minch Watchkeeping Receiver.

Also fitted are a Decca Mk.21 Navigator, Bostrom helmman's chair, Tanford H100ESG steering gear, Woodsons Intercom System, Wynetrums window wiper and Morse engine and winch controls.

The galley is aft of the wheelhouse and contains a Kempseafe Doric oil-fired cooker and hot water boiler.

Her fishroom is insulated on the bulkheads and is fitted with aluminium posts and boards, being served by an steel hatch with an aluminium cover.



Strathnairn's rope reels (left). The starboard rope reel can hold both fleets for turning purposes. The 74-footer was built by Jones Buckle.

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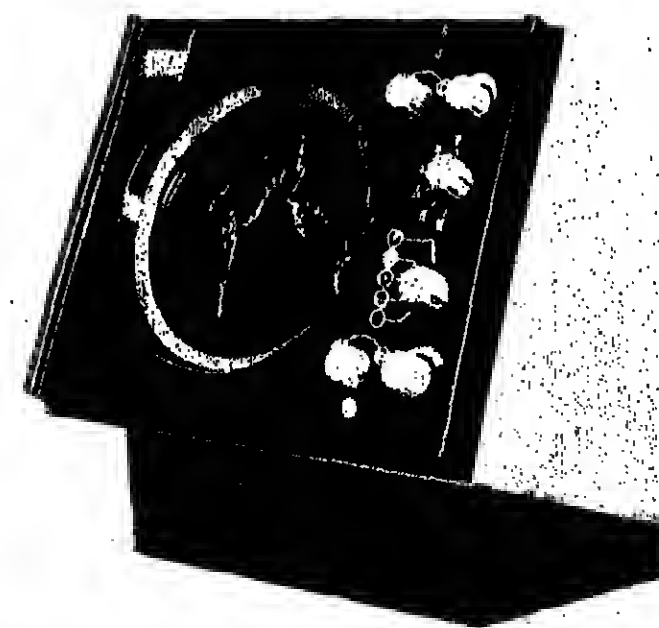
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A Decca service support helps make the 110 popular as a second radar in larger ships.



*orders to date for 110 and 101 = 15,274

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John Burgess' Log



Choose wood for a multi-purpose boat

"I AM interested in purchasing a 35-40 ft. boat designed and equipped for trawling but which could be used for longlining and potting."

"I was thinking of having one built of steel or GRP, but lately I have been wondering whether one built of wood might be a better long-term investment."

"It would help me to make up my mind if you would list the advantages and disadvantages of boats built of wood, in the traditional way, tell me what regulations would affect the building and operation of one in England and let me know of a reputable builder from whom I could get a quotation."

■Advantages of a fishing boat built of wood in the traditional way in England are that you can be reasonably certain of what its working life is going to be if it is properly maintained.

Only an elementary knowledge of woodworking tools is required to effect repairs to it and it is likely to be a more comfortable boat in which to live and work than either steel or GRP.

Disadvantages are that it is likely to be more expensive initially, it is likely to cost more to maintain and, perhaps, there is greater risk of serious damage by fire to a wooden boat.

The words 'built in the traditional way' I take to mean built with wheelhouse aft. A boat with such a layout is less likely to live aboard than one with a forward wheelhouse and, therefore, has advantages if you are going to be at sea for several days at a time. But its disadvantages probably outweigh those for daily or potting inshore.

It could be used for side trawling only and the net may have to be hauled aboard by hand. And gutting trawled fish or clearing and re-baiting pots would have to be carried out in an unsheltered position forward of the wheelhouse.

A forward wheelhouse and accommodation under a raised foredeck give some protection from wind, spray and sea slopping aboard. And in a boat so arranged the net can be hauled on board mechanically.

An advantage of having a boat built of wood in the UK is that the White Fish Authority and Herring Industry Board

When deciding on the design and size of your boat, it would be as well to remember that throughout the regulations concerning skippers and second hands of fishing boats, tonnage refers to gross tonnage in the case of steam and motor vessels and to net registered tonnage in the case of sailing vessels - a ton is the number of cubic feet in the internal capacity of a boat divided by 100.

Gross tonnage is the number of tons in the internal capacity of a boat divided by 100. Gross tonnage is the number of tons in the internal capacity of a boat divided by 100.

Continued on page 13

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John Burgess' Log

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

270,703: *Boston Boeing*, Boston (Sk. C. Newton), 2,234 kits, WS, 26 days.
266,043: *Ross Ramillies*, BUT (Sk. D. Scott), 2,038 kits, WS, 26 days.
263,886: *Vivaria*, BUT (Sk. J. Gilby), 1,825 kits, WS, 24 days.
262,946: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,617 kits, WS, 24 days.
262,883: *Ross Renown*, BUT (Sk. E. St. Pierre), 1,585 kits, WS, 24 days.
252,529: *Belgaum*, Boston (Sk. W. G. Ball), 1,485 kits, WS, 26 days.
248,802: *Ross Rodney*, BUT (Sk. L. Edwards), 1,177 kits, WS, 24 days.
245,108: *Blackburn Hovers*, Conco (Sk. W. Hardie, Snr), 1,286 kits, WS, 25 days.
243,739: *Prince Philip*, Boston (Sk. R. Harrie), 1,388 kits, WS, 25 days.

North Sea

27,895: *Lemberg*, Lindsey (Sk. H. Pexman), 146 kits, NS, 11 days.

HULL

289,734: *Hammond Innes*, Newington (Sk. E. Walbridge), 2,227 kits, WS, 24 days.
270,888: *St. Gerontius*, Hamling (Sk. J. Humphrey), 2,116 kits, WS, 27 days.
266,946: *St. Giles*, Hemling (Sk. D. Platten), 2,076 kits, WS, 25 days.

251,898: St. Dominic, Hamling (Sk. A. Jagger), 1,685 kits, WS, 26 days.

248,687: *Ross Conaveral*, BUT (Sk. D. Spivey), 1,642 kits, WS, 27 days.
246,785: *Ross Otranto*, BUT (Sk. W. Heath), 1,396 kits, WS, 27 days.
244,365: *Westella*, J. Marr (Sk. F. Morrell), 1,432 kits, WS, 24 days.
242,548: *Arctic Rebel*, Boyd (Sk. B. Hobson), 1,408 kits, WS, 24 days.

FLEETWOOD, White Sea

253,584: *Fyldea*, Marr (Sk. J. Burne), 1,672 kits, WS, 23 days.
248,648: *Boston Blenheim*, Boston (Sk. B. McAvoy), 1,680 kits, WS, 23 days.
240,025: *Boston Stirling*, Boston (Sk. W. Bridge), 1,374 kits, WS, 24 days.
238,362: *Robert Hewett*, Hewett (Sk. W. Harrison), 1,273 kits, WS, 24 days.
232,533: *Boston Explorer*, Boston (Sk. W. Anderson), 1,023 kits, WS, 24 days.

ABERDEEN

211,903: *Deeside*, Wilson (Sk. W. G. Wilson), 379 kits, NS, 4 days.
27,654: *Isabelle*, Wood (Sk. R. Gordon), 378 kits, O, 4 days.
27,580: *Jasirene*, Wood (Sk. J. Duncan), 424 kits, O, 3 days.

LOWESTOFT

29,844: *Suffolk Conquest*, Hahson (Sk. R. Fiekel), 226 kits, NS, 9 days.
28,520: *Boston Wasp*, Boston (Sk. R. Studd), 157 kits, NS, 8 days.
28,414: *Boston Shackleton*, Boston (Sk. A. Jenner), 182 kits, NS, 9 days.
28,085: *Suffolk Crusader*, Hahson (Sk. N. Barnard), 125 kits, NS, 8 days.
21,175: *Suffolk Venture*, Hahson (Sk. R. Reynolds), 30 kits, NS, 5 days.
21,162: *Boston Viking*, Boston (Sk. D. Dorling), 26 kits, NS, 4 days.

NORTH SHIELDS

24,076: *Supreme*, AF, 8,778 kl, NS, 3 days.
23,527: *Starella*, Irvin (Sk. T. Johnson), 7,950 kl, NS, 2 days.
23,453: *Vahalla*, AF (Sk. R. Veitch), 8,720 kl, NS, 3 days.
21,960: *Sedulous*, AF (Sk. R. McBain), 3,330 kl, NS, 3 days.
21,809: *Ina McBain*, AF (Sk. J. Fleming), 4,885 kl, NS, 3 days.
21,572: *Cionmore*, AF (Sk. W. Boyter), 4,534 kl, NS, 3 days.
23,938: *Nordborg*, Irvin 1,200 kl, NS, 2 days.
24,202: *Mimosa*, Irvin 420 kl, NS, 2 days.
22,762: *Border Maid*, Irvin (Sk. G. Crawford), 880 kl, NS, 2 days.

KEY: 1 landed; F Faroe Islands; W Westerlies; O1 North Sea; N2 North Sea; W White Sea; NC Norway Coast; HW Home Waters; 18 Irish Sea; 6 Shetland; WC West Coast; Sk. Skipper; k kits; a airt; kg kilo.

Aberdeen's £22m year

A RECORD £22m. was made at Aberdeen market last year. This is more than the previous year at the port. Unofficial figures show that the catch landed over 1,500,000 cwt. and 54,000 cwt. of shellfish, predominantly squid, were landed. The herring catch totalled 11,150,000 cwt. A valiant effort was made by the fleet to overcome crippling operational costs, and in early 1977, there were over 30 vessels out of commission. Towards the end of the year, 11 boats were tied up due to economic conditions. The side-winder *Ben Brackie* made the port's record catch valued at £53,000. Top grouting trawler for the year was *Grampian* Monorch owned by George

January 14, 1977

Business Log

From page nine

capacity of a boat including spaces in the poop, bridge and forecastle.

Registered tonnage is the number of tons in the internal capacity of a boat below the upper or tonnage deck, and that net register tonnage is the gross tonnage less the number of tons in the non-earning compartments of the boat.

There are scores of reputable builders of traditional types of wooden fishing boats in the UK and, if you were not going to spend your leave on the south coast, it would be difficult to recommend any particular one.

Since travel is expensive nowadays, it would seem logical and economical to negotiate initially with one as close to you as possible.

In the circumstances G. Percy Mitchell & Sons, which specialises in the design and construction of traditional wooden fishing vessels up to 50 ft. long at Port Mellon, near Mevagissey in Cornwall, would seem best located and able to meet your requirements.

Gary Mitchell of that firm has, incidentally, recently designed a 40-footer which might be of interest to you.

Its lines are traditional and it has a large mainmast. Principal dimensions are LOA 40 ft., LWL 37 ft. 6 in., beam 14 ft., and draught 6 ft. Wheelhouse is forward and there is space to install a 127 hp Gardner 6LX engine below it.

No more room at 'Brid' harbour

THE GROWTH of Bridlington's inshore fleet has forced a ban on additional craft due to lack of space.

Chairman of the harbour committee of Bridlington Harbour Commissioners, Harry Gray, said: "It is inevitable that, with the decline in the deep-sea fleet, greater pressure will be brought to bear on the berthing facilities of the smaller inshore ports. This has already happened at Bridlington, where berths for keel boats have at present reached their maximum occupancy."

Mr. Gray, speaking at the winter meeting of the commissioners, said that for some time it had been their policy to give priority to local

fishermen and locally-owned boats.

"Whilst this is at times difficult to implement when boats change hands, or interests are acquired in them by outside parties, this policy must be continued to protect the livelihood of local fishermen and their families," he said.

Mr. Gray said that the continuing concern for the fishing industry in general was shared by the commissioners who promised the industry their full support in its fight for justice.

"Despite the extreme pressure brought to bear on the Government, traditional grounds have been abandoned and the justifiable claims for indigenous and exclusive limits have so far

achieved little, if anything, at all," he said.

"In simple terms, the situation is so grossly unjust that it is impossible not to be concerned as to where the main interests of those in ultimate authority really lie."

GRIMSBY TUGS SOLD TO NIGERIA

TWO redundant fish dock tugs, formerly used for towing trawlers around Grimsby docks between trips, have been sold by the Grimsby Salvage & Towing Co. Ltd. to Nigerian interests at Legos.

They are the 35-tonner *Thomas Baskcomb* and *Sir John Moreden*, built as sister-ships by Richard Duaston Ltd. at Thorne in 1963 and 1964. Both vessels have 360 hhp Rushton & Hornsby main engines.

It is understood they will make the journey to Africa by cargo ship shortly, where they are expected to be employed in the Nigerian cement industry.

The run down in the operation of trawlers at Grimsby has meant a cut-back in the numbers of tugs needed for towing inside the fish docks. The once six-strong fleet has now been reduced to three tugs, with another on permanent standby. The vessels are named after famous pioneer trawler owners.

Seiners away

GRIMSBY'S anchor-seiners are making the most of mild January weather.

By the end of the first week of the new year, upwards of a dozen vessels had left and sailed for the North Sea grounds — almost a month earlier than normal.

Owners and agents Allard, Hewson & Co. Ltd. had five boats away, including top-earners *Gladness* and *Beverley*.

Recalling some of the stories which appeared in our columns this week 50 years ago.


JANUARY 15, 1927 MORE trawlers to head for Greenland this season. Top quality cod and haddock being caught.

FIRST motor fishing boat fitted with diesel engine to be built by W. Wood & Son, Lowestoft, for Buckle owner. The boat, about 48ft. long, will cost between £900 and £1,000.

HULL trawler owners to open clothes stores for local fishermen. This will beat the high prices charged by fishing outfit.


FIRE which broke out on Grimsby trawler *Nybbel* believed to have been started by fish smoking.

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50 years ago

Box of matches in cabin. NEWLYN and Perthleven motor drifters fall to earn enough in herring fishery to pay food bills.

TWO more Yarmouth drifters install wireless receivers.

NORWAY to enforce regulations that all foreign fishing vessels believed to have been slow gear in four mile limit.

HUMBER VESSELS DUE

GRIMSBY Expected during the week from White Sea: *Boston Kestrel*, *Cryatol Fotoc*, *Northern Rebound*, *North Coast*, *Ross Kashmir*, *Ross Kelly*, *Volusia*. From Faroes and Western: *Hondo*, *Kyoto*, *Ohino*, *Ross Chester*, *Rosa Jackol*, *Ross Jaguar*, *Ross Leopard*, *Ross Linx*.

HULL Expected during the week from White Sea: *Benello*, *Kingston Amber*, *Kingston Pearl*, *Ross Resolution*, *Ross Sirius*.

PORT MARKETS

MONDAY, JANUARY 10

GRIMSBY A poor supply of 2,179 kits from eight boats met a good demand. Prices: cod £2.50/£2.20; codling, £2.85/£2.70; large haddock, £2.85/£2.60; small haddock, £2.70/£2.50; dogfish, £2.60; monkfish, £2.40; catfish, £2.34; rockfish, £2.70/£2.50; per stone No plects.

HULL About 1,762 kits from one distant water trawler. Prices range per 1000: kts, heads on: half cod, £28.90/£24.45, (average £26.60); half codling, £25.85/£23.85, (average £24.85); half haddock, £26.50/£23.25, (average £24.85); coley, £24.25/£23.50, (average £23.85); haddock, £21/£22.25, (average £21.60); per 1000 distant water plaice, halibut, bulk cod-stuffs or bulk haddock.

FLEETWOOD Prices: sole, £140/£140; hake, £75/£80; haddock, £30/£29; cod, £32/£24; dogfish, £15/£21; monkfish, £24; codling, £25/£23; roker, £2/£2; plaice, £25/£20; whiting, £22/£22; per 10 st. kit.

LOWESTOFT Prices: sole, £130/£130; alpla, £150/£150; large turbot, £145/£135; small turbot, £65/£68; lemon sole, £70/£70; large plaice, £80/£80; haddock, £20/£20; cod, £22/£22; dogfish, £15/£21; monkfish, £24; codling, £25/£23; roker, £2/£2; plaice, £25/£20; whiting, £22/£22; per 10 st. kit.

FRASERBURGH Prices: whiting, £9/£15; cod, £25/£28; codling, £22/£24; small codling, £18/£16; haddock, £18/£26; medium haddock, £18/£22; small haddock, £15/£18; monkfish, £25/£22; sole, £15/£20; plaice, £25/£25; roker, £2/£2; large plaice, £80/£80; haddock, £20/£20; cod, £22/£22; dogfish, £15/£21; monkfish, £24; codling, £25/£23; roker, £2/£2; plaice, £25/£20; whiting, £22/£22; per 10 st. kit.

THURSDAY JANUARY 8 Stormy; one drifter, three trawlers, 31 tonnes; homomarket at £15/£17.80. Mixed in size, spent, 380/460 per 80kg. Ullopool: three trawlers, 37 tonnes; homomarket at £15/£17.80. Mixed in size, spent, 380/460 per 80kg. Mollusks: two trawlers, one pair.

BILLINGSGATE

ON TUESDAY 263 tons were delivered. Average selling prices on market: sole, £1.50/£1.40; plaice, £1.50/£1.40; haddock, £1.50/£1.40; cod, £1.50/£1.40; dogfish, £1.50/£1.40; monkfish, £1.50/£1.40; catfish, £1.50/£1.40; rockfish, £1.50/£1.40; per stone No plects.

RETAIL PRICES AVERAGE national retail prices on Tuesday, January 11, as supplied by the National Federation of Fishmongers, are: cod, £1.50/£1.40; haddock, £1.50/£1.40; codling, £1.50/£1.40; dogfish, £1.50/£1.40; monkfish, £1.50/£1.40; catfish, £1.50/£1.40; rockfish, £1.50/£1.40; per stone No plects.

SHELLFISH Selected lobsters, £8.30/£8.80; crabs, over 8lb, 25p/35; under 8lb, 18p/20p; unsorted small, 10p/12p; per 100. Oysters, £11/£12; per 100. Periwinkles, £10/£10.50; per 100. Cuttlefish, £4/£4.50; per 100. Mussels (English), £3.20/£4.40.

HERRING REPORT

THURSDAY JANUARY 8 Stormy; one drifter, three trawlers, 31 tonnes; homomarket at £15/£17.80. Mixed in size, spent, 380/460 per 80kg. Ullopool: three trawlers, 37 tonnes; homomarket at £15/£17.80. Mixed in size, spent, 380/460 per 80kg. Mollusks: two trawlers, one pair.

Mylor bump

TWO CORNISH-based boats collided off Mylor in darkness on Tuesday.

The plywood-hulled catamaran *Catfish II* had just landed mackerel at Mylor and was steaming out of the creek when there was a collision with the wooden-hulled *Lady Violet*, a former Sulcombe crabber.

Catfish II, skipper-owned by Richard Stride, suffered damage to the port pontoon well forward and this was being patched for repairs at later date.

Lady Violet was taken to Penryn Quay for damage to her hull — reported to be 4ft square — to be assessed. Damage to both vessels was obvious the waterline and water was shipped.

Prices shoot up THE FAIRMOUTH mackerel fleet went to sea just after Christmas and found their catches as much in demand that prices had risen.

Large fish shot up to around 75p per stone, while mediums commanded 60p and smalls, 40p. The price rise was most unexpected.

The fishing was patchy with lighter gear mainly taking the most fish. Some boats came back with only 80 stones, while others found 300 to 400 stones.

The fish were mainly large and the price rise made it well worthwhile pulling them up from off the bottom.

Fish have been found between the Lizard and the Dodman and the line fleet has again been on the same patch as larger visiting boats.

A fleet of about 50 line boats was reported to have surrounded a Scots purser as

also met her net, and an Irish pair team was reported to have shot their net on a three-mile limit off the Lizard and towed through the fleet.

SAILOR marine radio equipment



SAILOR R114M WATCHKEEPING RECEIVER



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AGENTS MOVE

SMYTH RUMSBY, the Dover-based marine electronics engineering firm, has moved its Newham branch to 86 Southwark Road, Peasehaven. A new telephone number, Peasehaven 4464.

As main agents for Kelvin Hughes, Sperry, Redfern, SP Radio, Electronic Laboratories and Cetrek, Smyth Rumbay offer a comprehensive service to all class of vessel on the Kent and east Sussex coast.

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